		Approved For Release 2002/08/15 : CIA-RDP83-00415R00 CLASSIFICATION SECRET/CONTROL - U.S.	3900100007-0	ĽV	25X1A
	i Ji.	CENTRAL INTELLIGENCE AGENCY	REPORT NO.		
		INFORMATION REPORT	CD NO.		
		Germany (Russian Zone)	DATE DISTR.	13 De	c. 1949
	SUBJECT	Reinforcement of the Elbe River Bridge near Wittenberge	NO. OF PAGES	2	
25X1A	PLACE ACQUIRED		NO. OF ENCLS.	1 (3 1	olueprin [.]
	DATE OF IN		SUPPLEMENT TO REPORT NO.		25X1X
9			INEL VIXI 1907.		
25X1)	1.	Gos Genmaior SHAROV, chief of the SMA of the Brandenburg, by Order No 2714 of 11 October the reconstruction of the Elbe River bridge (M 53/Y 69). * Bridge data (for both railroad and road sec	1949 ordered near WITTENE tions of brid	BER GE	
		a. Pinpoint location: (5259 N/1145 E) 800 of WITTENBERGE, (kilometer station 51.130 of WITTENBERGE railroad line).	meters south n the STENDAL	. –	
		b. When located in a city, street names le	ading to brid	ges:	
		c. Length: About 1,000 meters			
		d. Width: About 12 meters			
		e. Height above river: 8 to 12 meters			
		f. Type of construction: Steel bridge, Water . Stone piers and abutments. 13 piers 11 x 55.2 m, 1 x 84.0 m, 1 x 37.26 m).	arren truss g , 14 spans (1	ir- x 41.	1 m, .
		3. State of repair: Kind of destruction: Span No 13 between piers XII and XIII over of the Elbe River demolished in the Biddle. Pier No XIII heavily damaged.	See Annex l navi _J able cha	nnel	

Span No 13 between piers XII and XIII over navigable channel of the Elbe River demolished in the sidule.

Pier No XIII heavily damaged.

Superstructure of span No 14 almost completely demolished.

Pier No XIII was reconstructed, the destroyed bridge section was replaced by military bridge equipment (the improved Roth (R) system with spans of 86 and 37 meters. (so-called permanent emergency bridge).

h. Conspicuous adjacent landmarks: None.

i. Load capacity: of southern bridge lane: For heaviest tanks.

				LA	SSIFICATIO	NC	SECRET/CONTROL	-	U.S. O	FF I	CIALS	OHL	y	
STATE			NAVY		NSRB		DISTRIBUTION			T-				\sqcap
ARMY	#*	4	AIR #*	4	FBI							7		

25X1A

SECRET/CONTROL - U.S. OFFICIALS ONLY

CENTRAL	INTELLIGENCE	AGENCY	
	∞2m		

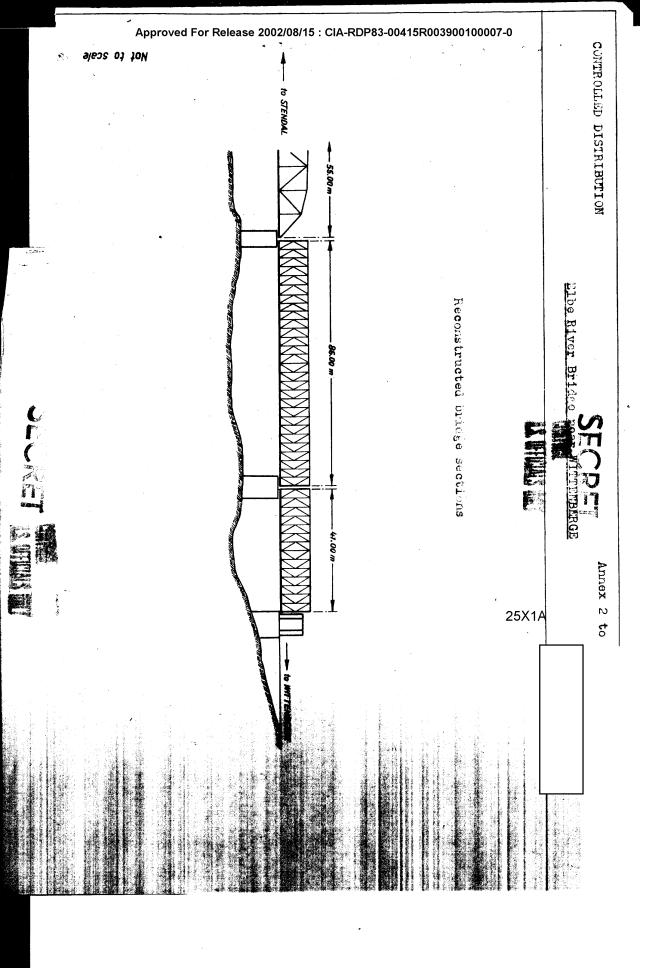
SMR to the German Economic Commission (DWK) that, for the time being, only the roadway but not the railroad track of the bridge is to be reconstructed. The ordered construction work is to make the bridge serviceable for heaviest tanks and is scheduled to be completed by 3 Lecember 1949 at the latest.

25X1A 3. Comment:

The bridge is a two-lane railroad bridge over the Elbe River on the STENDAL- WITTENBERGE line (one track on each lane).

The bridge section over the navigable charmel of the River was demolished in 1945. The tw lanes of the bridge were reconstructed in a makeshift way at the end of 1948. Railroad operations were resumed on the track of the northern bridge lane; the southern lane, which had a plank floor, was released to road traffic. (see Armex 2). In the ordered reconstruction work this plank road, now three meters wide, is to be widened and increased to make it scrviceable for heaviest tanks (see Annex 3).

- 3 Annexes: 1. Sketch of the demolished bridge section
 - 2. Reconstructed bridge sections
 - 3. Diagram of the planned reinforcement of the roadway.

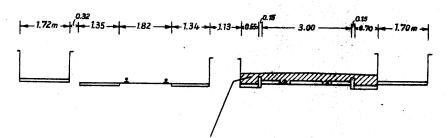


25X1A



Elbe River Bridge pear WITTENBERGE

Diagram of the planned reinforcement of the roadway



reinforcement of the section of the roadway previously covered with planking

Scale 1: 100

